

PTSA Sailing Instructions for 2026

These sailing instructions (SI's) generally apply to all PTSA Series Races, Regattas and Distance Races. Any amendments for a particular race or regatta will be made available before the event.

1. RULES: -- All races will be governed by the Racing Rules of Sailing, 2025 – 2028, without national prescriptions. (A link to the rules is on *ptsail.org* under the RACING tab). Section 5 of the RRS will be disregarded and no protests granted. Infractions are to be handled on the honor system, according to RRS 44.1 and 44.2. with the exception that the **two** turn requirement is reduced to **one turn**. Notify the RC of withdrawals and DSQ's for scoring purposes. When encountering vessels not racing, the COLREGS take precedence. **COLREGS RULE 10:** All boats participating in distance races will encounter designated shipping lanes (Traffic Separation Scheme—TSS). Sailing in a TSS is governed by COLREGS Rule 10. All participants in distance races must become familiar with COLREGS 10, must monitor channel 05A throughout the event, must avoid and not obstruct any shipping using the TSS. Use of engines is permitted in order to avoid shipping, but any competitor using an engine to avoid shipping must position themselves so as not to improve their competitive position as a result of having used the engine. Participants shall monitor and track the position of large ships that might require avoiding action (using sharp lookouts, and “Marine Traffic” or similar services) and participants are reminded that large ships operating in the TSS will monitor VHF Channel 05A and are not required to monitor VHF Channel 16.

2. NOTICES TO COMPETITORS AND CHANGES TO SI'S: -- Notices and Signals are not posted ashore. Any information amending or extending these SI's will be provided to each boat at Check-In and possibly repeated on loudhailer and VHF CH 68 before the first starting sequence. Announcements on VHF are generally preceded by three long horn blasts to attract attention.

3. IDENTIFICATION/CHECK-IN/REPORTING: -- Each boat is to approach the Race Committee to check in at least five minutes before the first start sequence of each day. Check-in by VHF is discouraged. It is desired that each boat have sail numbers and, where appropriate, a PHRF rating. For all races started and finished by the on-water RC, notify the RC of any withdrawal as soon as possible. For all races commencing at the City Dock (including all Distance races) each boat that starts must report its finish time or DNF status on the website at the race results page (<https://ptsail.org/report-results/>) as soon as practicable upon concluding the race unless informed otherwise by the RC.

4. SCHEDULE & TIMING See **Appendix A** for full details.

5. CLASSES & STARTING ORDER: – See **Appendix A** for additional details. The Wednesday Series Races will include one design start(s) and PHRF start(s). Starting order will be as set by the Race Committee. Unless otherwise indicated by the RC starting order will be as follows:

- i) Thunderbirds (T-Bird flag and course will be displayed at the five-minute warning)
- ii) Other one design classes (class insignia and course will be displayed for each class at the start of the previous class)

- iii) PHRF class (Flag A and course will be displayed upon start of last one-design class)

See **Appendix B** for the START sequence and signals. Whenever there are multiple classes, the start of one class is the beginning of the 5-minute sequence for the next class. For all other events (Shipwrights, CMR, Ted Pike, other) consult the SI's for the event.

6. RACING AREA, COURSES & MARKS: --

(a) Wednesday evening races, Nightcap races, and PHRF Saturday series: start is run from the Committee Boat. The race committee will fly an orange flag while the RC is on station. The courses for all races are signaled by a row of letters displayed on the Committee boat. See Appendices **C & D** for method of course designation and mark descriptions and locations.

(b) Distance races: no outside the Bay distance races are scheduled for 2026. Parties interested in organizing *an ad hoc* distance race may contact any board member for assistance with details. If there is interest, the RC will facilitate a City Dock start. Participants are responsible to organize and advertise such an event, define the date and course.

(c) Classic Mariner's Regatta, Three Fort Fiasco, Ted Pike, Thunderbird Regional Championships, and Last Chance Regatta: See SI's for each event.

(d) Dinghy Monday Series and Regatta(s): Consult the SI's for dinghy sailing on the website.

7. DESIGNATED OBSTRUCTIONS: -- (a) The Red Point Hudson Bell Buoy #2 is to be passed on the outside (left to shore-ward) except when it is to be rounded as a weather or leeward mark (the letter board will indicate Port or Starboard rounding).

(b) Boats may not approach within 100 yards of a ferry. If necessary, make a significant course change to indicate to the ferry you are taking avoiding action. It is permissible to run your engine to avoid the ferry provided you do not improve your position in the race. Early action avoids drastic action. Be particularly aware of the Ferry wishing to leave or return to the Dock. Boats must stay safely clear of the ferry dock even when the ferry dock is unoccupied.

(c) Note the regulations for protecting resident Orca whales referenced below.

(d) It is recommended that boats with an automatic identification system transmit their position.

8. THE START: -- See **Appendix B** for the start sequence signals and timing. During a start sequence, boats not starting **must** keep 200 feet clear of the starting line until their class flag is raised. In the time surrounding the start sequences the Race Committee cannot respond to VHF calls or hails.

(a) START/FINISH LINE: --The starting and finishing line is between the Staff of the Orange Flag on the committee boat and the course side of the inflatable Orange Pin. When races are run from City Dock, the S/F line is between the staff of the Orange Flag on the dock and the course side of permanent PTSA Buoy "C". The buoy is the "pin".

(b) RECALLS: – Recalls will be handled per the Racing Rules of Sailing (RRS) rule 29. While not required, for Individual recalls the race committee will attempt to identify and hail each boat on-course-side (OCS), and also confirm clear return.

9. SHORTENING or CHANGING COURSE: – Normally a course will only be shortened if it is a multiple lap course or if 'F' is a designated rounding mark. In which case the shorten course flag (S) will be flown from the committee boat or the dock. If a chase boat is available 'S' can be flown at any mark the leaders have not reached. A chase boat can change the course by flying a 'C' flag (with random, single horn blasts) at a mark the leaders have not reached and directing the boats to the next mark.

10. TIME LIMIT: — For Wednesday windward/leeward Races, a boat not finishing within the earlier of 2 hours after its start, or 30 minutes after the finish of the first boat in its class, will be scored did not finish (DNF). PHRF random leg races and distance races do not have time limits. For all other events consult the SI's for the event.

11. SCORING: -- (a) The low point system of Appendix A of the RRS is used for Wednesday evening racing and Saturday PHRF series. The number of races in a series is variable. Each boat will discard her worst score in the series after every six (6) completed races. Across the line finish times will be recorded for all boats racing, except for one design classes where only finish order is recorded. Corrected results and series standings will be posted on ptsail.org, usually within 24 hours after a race. For all other races, consult the SI's for the event.

(b) Participating boats in any series that miss a start (for whatever reason) will be scored DNS [Number of starters + 1; i.e. the score will depend on the actual number of starters in a given race, not the total boats participating in a series]

(c) Any boat interrupting her race to render assistance to another vessel in distress (e.g. personal injury, serious damage, man overboard) (see RRS Rule 1.1) must notify the RC as soon as practicable, and note the time at the start and end of the interruption; the assisting boat may apply for redress pursuant to RRS Rule 61.

12. WEATHER CANCELLATION/MODIFICATION: -- In accordance with RRS, Rule 3, "The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone." If NOAA posts gale warnings for Admiralty Inlet and/or the Eastern Strait of Juan de Fuca, or conditions covering race time are otherwise such that it appears inadvisable to hold an event, the race may be canceled or modified depending on local observed and predicted conditions. Likely participants will consult and attempt to reach a consensus decision to be posted on the website by 5:00 p.m. on the day before the race. In case of doubt, skippers should meet at the Clubhouse on the morning of the race to discuss.

13. SAFETY EQUIPMENT CATEGORY: – It is expected that all boats racing in PTSA events comply with US Sailing Safety Equipment Requirements (SER), NEARSHORE category. It is strongly urged that boats racing in any Distance Series adopt pertinent requirements for the COASTAL Category. The SER document is available as a downloadable PDF at ptsail.org under the RACING tab.

14. RADIOS/COMMUNICATION: -- All boats should carry a VHF radio and monitor Race Ch. 68, and channel 05A for all distance races. Boats shall notify the RC of emergencies and retirements (we worry about missing boats). After her preparatory signal a boat shall neither

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make nor receive radio transmissions while racing that are not available to all boats. This also applies to mobile telephones.

15. RESPONSIBILITY: -- Competitors participate entirely at their own risk. (Ref. RRS 3, Decision to Race). By participating each competitor agrees to release the organizers and officials from any and all liability associated with the competitor's participation in these events to the fullest extent permitted by law.

USCG WARNING: -- Do not approach within 100 yds. of any Washington State Ferry, commercial ship, or naval boat. If you need to pass within 100 yds, you must contact the boat on Ch. 05A Do not approach within 1000 yards of an escorted submarine without contacting the escort on Ch 16. Offenses are punishable by up to 6 years in prison and/or up to \$250,000 in fines.

ALSO: – Washington St. Law, RCW 77.15.740 makes it illegal to cause a boat or other object to approach, in any manner, within 1,000 yards of a southern resident orca whale: (SROW), or to position a boat to be in the path of a SROW at any point within 1,000 yards of the whale. This includes intercepting a SROW by positioning the boat so that the prevailing wind or water current carries the boat into the path of a whale.

Appendix A – Race Schedules and Calendar

WEDNESDAY WINDWARD/LEEWARD AND RANDOM LEG RACING –

A. Windward/Leeward courses

Windward/leeward courses will be used for one-design classes. These are courses set as accurately windward/leeward as possible. Generally of a distance that can be completed in 20 – 30 minutes. The first Warning will be at 18:00 hrs. There may be as many as three races per evening, conditions permitting. The primary class will be Thunderbirds sailing One Design, under the Thunderbird Starting Flag.

These races are not restricted to Tbirds or PTSA membership. Other classes, including dinghys, are welcome.

PHRF COURSES—WEDNESDAYS

Wednesday PHRF random leg races are open to anyone who checks in with the Race Committee on the day of the race . These Races mainly use permanent marks around the bay for course lengths of 3 to 6 + nm. (depending on wind). These races are intended to be inviting to all wanting to participate. There will be one race per evening. The course selected for the PHRF fleet will be displayed on the Committee boat and/or announced on VHF radio, channel 68. Whenever the RC is not on station at conclusion of the race (as evidenced by the orange RC flag) report finish time and nearest boats by filling form at <https://ptsail.org/report-results/> as soon as practicable after finishing. Report any withdrawal or DNF as soon as practicable.

SATURDAY PHRF MULTI-LEG RACING – The monthly Saturday PHRF series, commencing April 18, as well as weekly PHRF Saturday racing in September and October racing will have a first Warning at 13:00. All races will start at the Committee Boat.

MONDAY DINGHY SERIES

Monday dinghy series will commence on May 4, 2026, and continue through Labor Day. Meet at the Clubhouse at 4:30 for rigging. RC will set courses south of the Boat Haven breakwater. Consult SI's for dinghy sailing on website.

Appendix B -- Starting Sequence, Signals and Flags

PTSA races, except for dinghy races, are started using the five-minute start sequence of RRS 26, with the addition of an **ALERT** signal (**Six** horn blasts, no flag) one minute before the **CLASS** flag is raised for the first Start Sequence. The **START** signal for one class is the **WARNING** for the next class. Delay may be imposed for any reason before, during and between starts using the **POSTPONEMENT** flag and horn. If not obvious, the reason for, and likely duration of the delay will be given on CH68 and/or loud hailer. GPS time is used and signals given only on whole minutes. The official time of a signal is indicated by the **START** of the **FLAG'S** motion – **UP** or **DOWN**, Not the horn.

Monday Dinghy races typically use a three-minute sequence. See SI's for dinghy racing on website.

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Start Sequence



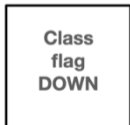
ALERT: — Only orange flag show
- **One minute** before first *start sequence* begins (six minutes to the start) six horn blasts will sound.



WARNING — Class flag up
- **Five minutes** before the start the class flag is raised and one horn blast. The flag stays up until the start (five minutes). See *Other Flags and Signals* below to see what the class flags look like.



PREPARATORY
- **Four minutes** before class start the preparatory flag is raised with one horn blast. The flag stays up for **three minutes**. On the raising of the preparatory flag, the Racing Rules of Sailing take effect.
- **One minute** before the start the preparatory flag lowered with one horn blast. The class flag stays up.



START
- At **zero** minutes the class flag is lowered with one horn blast.
- If there is more than one class the next class flag is raised simultaneously. Boats for the next start may enter the starting area.
- Any immediately subsequent horn blast(s) indicate **RECALLS** for boats over the line early (OCS).

Other Flags and Signals



Thunderbird Class Flag



A Class Flag



B Class Flag



INDIVIDUAL RECALL — ONE horn when raised
- Boats over the line early must restart .
- Flag lowered when all boats clear.



GENERAL RECALL— TWO horns when raised
- The entire class must restart.
- ALERT signal for new race start one minute after flag lowered.
- Later class starts delayed.



POSTPONEMENT — Two horns when raised
— ONE horn when lowered.
— ALERT signal for race start one minute after flag down.



SHORTEN COURSE — Two horns when raised
— Course is shortened, to fewer laps, or by flying "S" at an intermediate mark not yet passed by leader



CHANGE COURSE – Random horn blasts
— The next mark has been moved/changed.
Flown from a chase boat which will provide bearing or identification of next mark.



RACE ABANDONED - Three horns when raised.
— Return to starting area.
— If "N" is flown over an "A", racing is over for the day.



MARK BOAT - Repeated single horn blasts
— A chase boat with this flag is in place of a missing mark.
— Round the boat as required for the mark.

Appendix C - Marks and their labels on the letter board

COURSES -- The courses for most races are signaled by a row of letters displayed on the Committee Boat. The first letter (**S**) signifies the starting line (a line between the orange flag on the RC and the pin end) to be crossed in the direction of the first mark. The last letter (**F**) represents the finish line to be crossed in the direction from the penultimate mark. All letters in between are the rounding marks (Described below). Pass each rounding mark in the order displayed and keep it to Port, unless its letter is modified as described below for a Starboard rounding.

S – The Start line. Normally start with the pin to **Port**, towards the first mark with letter displayed after **S**. (A downwind start and/or finish will be indicated by the **S** and/or **F** displayed with diagonal white stripes and a green underscore.

F - The Finish line

P – The pin end of the starting line. P may be set as an intermediate mark of the course.

A **NUMERAL** after course letters means multi-lap course. Go round the course the number of times indicated. You must **CROSS THE START/FINISH LINE** at the end of each lap.

A **PLUS (+) sign** before course letters means there may be multiple races today. Check the course board between races, as the course may have been changed.

ROUNDING Marks: -- **ALL** Marks except gate marks are left to **port unless** the mark identity letter displayed on the course board has a **green underline** stripe and is crossed with diagonal **white stripes**, which indicate a **STARBOARD** rounding.

8. GATE COURSES: -- Wednesday windward/leeward multiple lap courses typically use a gate system—round pin to starboard, or committee boat to port as you choose. Use of a gate, when in use, will be displayed on the course placards posted at the stern of the committee boat. Check the course posted on “Committee” prior to the start.

TEMPORARY MARKS: -- Usually yellow tetrahedrons They can be set anywhere in the bay as conditions dictate. They will be used in conjunction with permanent Marks when convenient. They are designated as follows:

W – Windward mark **L** – Leeward mark **J** – Jibe mark

PTSA PERMANENT BUOY MARKS: -- White conical buoys, about 2 ft high.

C -- City Dock buoy, 500 ft. off dock end (used as **S** & **F** if RC is using City Dock).

I -- Indian Point Buoy, between the entrance to Boat Haven and the Ferry Dock. 200 yds SE of Indian Point

Y -- Buoy 350 Yds Southeast of the South corner of the Boat Haven breakwater.

OTHER PERMANENT MARKS: -- Shown on NOAA chart 1846

B -- Point Hudson Lighted Red bell buoy #2. This is to be passed on the outside (left to shore-ward) unless it is a mark to be rounded.

G -- Green lighted Buoy #1 North of Navy Dock, at entrance Kilisut Hbr. **H** -- Most Northerly of the Fort Townsend State Park mooring buoys.

M -- Most Southerly of the Fort Worden State Park mooring buoys.

T -- Tower – lattice tower by Kilisut Harbor sand spit, North of Rat Island

H – Most Northerly of the Fort Townsend State Park mooring buoys.

TEMPORARY MARK D: — A yellow cylindrical buoy 500 yds. South of the ferry dock. If set it is to be left to shore-ward at all times. **O** – Offset mark.

CAUTION: -- Although they are infrequently used as Marks, extra care must be exercised rounding 'H' & 'M' if they have boats moored to them. Also, it can get shallow between the tower and Rat Island.

Appendix D - Approximate Mark Location

Not to Scale

